

INTERNATIONAL MARITIME ORGANIZATION

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NEWS FROM IMO

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Click [here](#) for the programme of IMO meetings for 2009, the summary reports for meetings held so far in 2009 and the provisional agenda. If you wish to receive such briefings regularly, please email your request to [Media](#).

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NEWS FROM THE UNITED NATIONS

The essentials in Copenhagen Rather than getting every small detail of a new global climate treaty done in Copenhagen, UN climate chief Yvo de Boer hopes the conference will reach agreements on four political essentials. [Read More](#)

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WORLD MARITIME DAY 2009: CLIMATE CHANGE: A CHALLENGE FOR IMO TOO!

World Maritime Day 2009 will be celebrated at the Organization's Headquarters on Thursday, 24 September 2009.

The theme for World Maritime Day 2009 is "**Climate change: a challenge for IMO too!**".

The [2009 World Maritime Day parallel event](#) will be hosted by the United States.

WMD message: [English](#), [French](#), [Spanish](#), [Arabic](#), [Russian](#), [Chinese](#)

WMD background paper: [English](#), [French](#), [Spanish](#)

See also:

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- [Air Pollution from Ships](#)
- [Greenhouse Gas Emissions](#)
- [Climate Change and the Maritime Industry](#)



MARITIME NEWS IN THE PRESS

1. CASUALTIES

10 year jail sentence for Cosco Busan pilot “The pilot of a containership that sparked a major pollution incident after striking the San Francisco Bay bridge in November 2007 has been jailed for 10 months by a US court.” TELEGRAPH, August 2009, p 11

Storm sinks cargoship and grounds bulker - By David Osler "Six seafarers are missing after Norwegian International Register-flag general cargoship Langeland sank in Swedish waters following a severe storm on Friday, according to rescue authorities. Norwegian and Swedish search and rescue personnel are said to have found life vests, lifeboats and debris at a location from which an emergency signal was sent, but no sign of the ship or its crew, believed to be Russian and Ukrainian nationals." LLOYD'S LIST, 3 August 2009, p 2

Langeland found but search for crew called off - By Craig Eason "The Swedish coastguard has located and identified the wreck of the 2,550 dwt Langeland, but it has found no trace of the crew. The 38-year-old vessel was loaded with rocks and en route to Norway when it disappeared during a heavy storm last Friday in the Skagerrak." LLOYD'S LIST, 4 August 2009, p 2

Bulker beaten by monsoon “All 18 crew members were rescued from a cargo ship that sank off India’s west coast in July, the Indian Coast Guard told SASI. After running into rough weather on 18 July, soon after leaving New Mangalore Port, ‘Asian Forest’ – carrying 13,000 tonnes of ore to China – sank the following day in the Arabian Sea.” SAFETY AT SEA INTERNATIONAL, August 2009, p 6

Black day for Black Sea shipping “Two ships capsized on the same day, 17 July, in unrelated incidents in the Black Sea. The 2,850dwt Maltese-registered cargo ship ‘Emma’, carrying 2000 tonnes of urea from Ukraine, was 30nm north of Egregli, Turkey, when water entered its number one hold. Five hours later, according to Turkey’s maritime administration, the ST Vincent-registered general cargo ship ‘Elisa-Z’ sank off the northern province of Sinop. The Anatolian news agency reported that the five Turkish and six Georgian crew members were rescued by a Turkish ship.” SAFETY AT SEA INTERNATIONAL, August 2009, p 6

Laxity blamed for door injury “The crew of cross-Channel ro-ro ‘Eurovoyager’ had a dangerous habit of leaving watertight doors in automatic mode and ducking through them before they closed, an official from the UK’s Marine Accident Investigation Branch (MAIB) has told SASI. MAIB deputy chief inspector Captain Steven Clinch said that the serious injuries suffered by an engine fitter who became trapped in a watertight door in the ferry’s engine room was “an accident waiting to happen”. The ship’s crew “had become complacent about procedures”, he added.” SAFETY AT SEA INTERNATIONAL, August 2009, p 7

Tanker explosion kills two “The bodies of two seamen from the tanker ‘Nhat Thuan 02’, which exploded and sank off the south coast of Vietnam on 17 June, were found by rescuers five days later. They were identified as the ships’ first mate, Huynh Hoang Ba, and machinist Dao Ngoc Dung. The search for deck-hand Mai Van Phuoc continued. Twelve of the crew managed to don lifejackets, jump into a liferaft and reach safety. The Binh Thuan-owned tanker was carrying a cargo of crude oil and diesel when the incident happened near the Port of Vung Tau.” SAFETY AT SEA INTERNATIONAL, August 2009, p 9

Explosion blamed on abnormal cargo - By Roger Pearson "An explosion on the vessel Aconcagua off the coast of Ecuador in December 1998 has been blamed by a judge on an “abnormal” cargo of calcium hypochlorite, even though the charterers admitted they had wrongly shipped it surrounded on three sides



by a heated tank. Mr Justice Christopher Clarke ruled that, while calcium hypochlorite would ordinarily ignite at about 60°C, this “rogue” cargo exploded at temperatures in the range of 30°C. As the vessel was in tropical waters at the time, such temperatures could be expected and the explosion would in all likelihood have occurred without the presence of the heated tank, he said." LLOYD'S LIST, 5 August 2009, p 6

Lack of lookout gets blame for grounding - By Adam Corbett "A tanker that grounded off the coast of Norway had to be evacuated because the officer on watch (OOW) had left the bridge to attend to paper work. A report by the Danish Maritime Authority (DMA) into the 29 March grounding of the 1,076-dwt Maria Soltin (built 1971) also found that the same officer had not thoroughly checked a change in course." TRADEWINDS, 7 August 2009, p p 38

Tonga ferry death toll could rise to more than 60 - By Sandra Speares "More than 60 people are feared to have been lost following the sudden capsizing of inter-island ferry Princess Ashika off the coast of Tonga last Wednesday. Two people have been confirmed dead, with 54 survivors recovered. Maritime New Zealand said it believed a total of 119 people were onboard the ship, leaving 64 unaccounted for." LLOYD'S LIST, 10 August 2009, p 2

Numbing numbers "The annual report of the Marine Accident Investigation Branch is a model of succinct statistical clarity. In it chief inspector Stephen Meyer emphasises a number of the lessons that emerge from the regular publications of the branch, in the shape of accident reports and periodic digests. He returns once again to the theme of complacency, which has been identified in all manner of accidents as a major cause, while he reiterates his concern about the regularity with which seafarers kill and injure themselves in eminently preventable accidents." LLOYD'S LIST, 10 August 2009, p 7

Tonga to probe loss of Princess Ashika - By Sandra Speares "Tongan Prime Minister Feleti Sevele has announced plans for a commission of inquiry into the sinking last week of the Princess Ashika. The announcement follows the resignation of transport minister Paul Karalus over the casualty." LLOYD'S LIST, 12 August 2009, p 2

AGM Seminar: The importance of incident reporting – By Capt. Harry Gale “In conjunction with The Nautical Institute of AGM at Trinity House in Newcastle, the opportunity was taken to relaunch MARS as the *Mariners’ Alerting and Reporting Scheme* with a seminar on the importance of incident reporting. This report summarises the seminar and is followed by three articles based on papers given at it.” SEAWAYS, August 2009, pp 15-16

Learning from incidents – By Jorg Kaufmann “A no-blame culture, in which lessons learned from accidents and near-misses are reported and shared throughout all levels of the shipping industry, is an essential basis for increased safety.” SEAWAYS, August 2009, p 21

Mariners’ competence in onboard investigations – By Capt. Robert Fleming “What is the purpose of onboard incident investigation? To create a legal defence and minimise company liability? To identify individuals at fault and establish culpability so they can be disciplined? Not so, says Captain Fleming. The purpose of incident investigation is to determine the causes of an incident for the sole purpose of identifying and correcting any system failings, whether in structure, operating or human practices.” SEAWAYS, August 2009, pp 23-24

Value-added reporting. Asking the right questions about incidents and near misses – By Capt. Sivaraman Krishnamurthi SEAWAYS, August 2009, pp 25-26

Ageing Chinese bulker lost in Typhoon Marakot - By Adam Corbett "Concerns about ageing bulkers operating in China's coastal trades have been highlighted by another loss. The latest to sink without a trace is the 33-year-old, 61,400-dwt panamax bulker Chang Ying, which was lost in Typhoon Marakot



south of Taiwan, China over the weekend. The vessel is said to have put out a Mayday when it started to take on water. The Chinese crew of 22 are still missing." TRADEWINDS, 14 August 2009, p 39

Tonga ferry was 'unseaworthy' - By Philip Georgiadis "A surveyor who checked the Tongan ferry Princess Ashika prior to its departure has told reporters in New Zealand that he knew the vessel was unseaworthy. Mosese Fakatoa said that he had not had time to finish his report, according to Lloyd's Marine Intelligence Unit. The inter-island ferry sank on August 5 in calm seas. Ninety-three people are missing and believed to have drowned." LLOYD'S LIST, 17 August 2009, p 2

Off the rocks Full City refloated after removal of oil - By Craig Eason "The stricken bulk carrier Full City has been successfully pulled off the rocks in Langesund in southern Norway. The 26,800 dwt vessel, which ran aground in heavy seas in late July, is being taken to a berth at Eikstrand in Bamble Kommune. The ship leaked fuel oil into the surrounding water after the incident, with oil drifting into the Oslo Fjord and around the southern Norwegian coastline. More than 200 cu m of oil was reported to have spilled from the vessel." LLOYD'S LIST, 18 August 2009, p 2

Probe begins into Delaware River tanker grounding - Rajesh Joshi "An investigation is under way into the grounding of the crude oil tanker Jill Jacob on Sunday night in the Delaware River. After successfully refloating itself around 0530 hrs on Monday, the Ernst Jacob-operated, 2003-built, 72,909 dwt ship has been moved to a deepwater anchorage in the river. A US Coast Guard team boarded the tanker on Monday morning to investigate the incident." LLOYD'S LIST, 18 August 2009, p 2

Lloyd's List Opinion: Secondhand ethics "Princess Ashika, which sank off Tonga this month with 93 dead, is the latest large-scale loss of life on board a ferry considered too unsafe to operate in the first world but somehow still good enough for a developing country. But instead of being scrapped, dodgy ro-ro's have frequently been sold on the cheap to poorer countries that cannot afford modern tonnage to be worked hard on domestic routes." LLOYD'S LIST, 18 August 2009, p 2

Divers locate Tongan ferry wreck "The New Zealand defence force has released images of the Princess Ashika inter-island ferry after it sank more than two weeks ago off Tonga. The vessel is seen on the ocean bottom, 86 km northeast of the Tongan capital Nuku'alofa. Royal New Zealand Navy divers formally identify the wreck using a remote-controlled submarine fitted with a camera." LLOYD'S LIST, 20 August 2009, p 2

The 'unsinkable' ship "As more and more vessels now look to navigate the ice-laden waters of the arctic, Nikeel Idnani analysis the factors surrounding the sinking of the RMS Titanic." SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, pp 47-48

Elmira and Saigon battle in Singapore - By Jonathan Boonzaier "A collision in the crowded waters off Singapore has resulted in two shipping players locking horns in the country's courts. Elmira Shipping & Trading of Greece is suing Saigon Maritime of Vietnam for \$1.5m in damages. On 7 August, Saigon Maritime's 19,100-dwt bulker SHC Pioneer (built 1980) and Elmira's 106,000-dwt tanker Ocean Elegance (built 1994) collided after the tanker attempted to overtake the SHC Pioneer. At the time, both vessels were underway in the Singapore Strait, one of the world's busiest waterways." TRADEWINDS, 21 August 2009, p 18

Passengers evacuated from cruiseship 'Zenith' - By Gary Dixon "Hundreds of passengers have been evacuated from a Pullmantur cruiseship that suffered a fire in Sweden. The incident on board the 1,450-berth Zenith (built 1992) happened early this week at the Frihamnen terminal in Stockholm. Panicked passengers were seen jumping into the water. About 2,300 people including crew were on board at the time." TRADEWINDS, 21 August 2009, p 39



Full City's anchor in the frame - By Craig Eason "An anchor snapping into three bits is believed to have been instrumental in the eventual grounding in Norwegian waters of the Panamanian-registered bulk carrier Full City earlier this month. Investigators and fatigue and corrosion experts have told Lloyd's List that it is un-usual for an anchor, particularly one on a vessel barely 15 years old, to break in such a way." LLOYD'S LIST, 25 August 2009, p 6

Bodies found after Malacca naphtha fire - By Marcus Hand "The remains of all nine seafarers missing in the fire onboard the tanker Formosaproduct Brick have been found. The nine crew were unable to escape explosions and fire when the product tanker collided with the panamax bulker Ostende Max in the Malacca Strait on August 18." LLOYD'S LIST, 25 August 2009, p 14

Cause of Malacca Strait collision still unknown - By Marcus Hand "The events that led to the fatal collision between a product tanker and bulker in the Malacca Strait last week remain a mystery. The 2005-built, 70,246 dwt product tanker Formosaproduct Brick, carrying a 58,000 tonne cargo of naphtha, caught fire after it collided with the 1998-built, 73,207 dwt panamax Ostende Max in the Malacca Strait on August 18, leaving nine crew members on the tanker dead. While Malaysian authorities said investigations were ongoing, remarkably little in the way of details of what led up to the accident has come to light." LLOYD'S LIST, 26 August 2009, p 14

Naphtha tanker collision raises safety fears over Malacca Strait - By Nigel Lowry and Jerry Frank "Nine seafarers were missing yesterday as salvors battled a blaze on a Formasa Plastics product tanker involved in a collision in the Malacca Strait, raising fears about safety in the busy waterway. Although there were unconfirmed local reports that the blaze on the 70,246 dwt product tanker Formasaproduct Brick had been extinguished, officials told Lloyd's List that rescuers were continuing to tackle the blaze." LLOYD'S LIST, 20 August 2009, p 1

2. IMO

IMO selects 2010 as 'year of the seafarer' "2010 Will be the global 'year of the seafarer', the International Maritime Organization has decided. The IMO said the slogan had been selected as the theme for next year's World Maritime Day, but would also be celebrated throughout 2010 as an 'opportunity to pay tribute to the world's seafarers for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment'." TELEGRAPH, August 2009, p 1

BIMCO emphasises need for unity "Members of BIMCO gathered in Athens early June debating the state of the shipping industry. As shipping's most representative body, BIMCO plans to take a leading role in the quest to reduce air emissions with its secretary general and ceo, Torben Skaanild, underlining that the IMO must be the global arbiter for environmental regulations." SEATRADE, July/Aug 2009, p 28

3. LAW AND POLICY

Rotterdam rules OK? - By Stephen Matthew "In September a new Convention covering liability for international carriage of cargo is due to be signed. Stephen Matthew outlines the main provisions and reports on the controversy that has arisen from opposition by European shippers." LLOYD'S SHIPPING ECONOMIST, August 2009, pp 17-19

Lloyd's List Opinion: Political scapegoat "The bunker spill from the Pacific Adventurer off the coast of Queensland, Australia, is yet another example of shipping being turned into a political whipping boy. Despite well-established legal liability limits, as result of the political fallout Swire Shipping will payout A\$10m (\$8.25m) over the liability limit to cover costs." LLOYD'S LIST, 13 August, 2009, p 2



Lloyd's List Opinion: Heeding the populist view "It is understandable why Swire Shipping agreed to pay A\$10m (\$8.3m) over its maximum legal liability for the Pacific Adventurer oil spill. But, with full sympathy to Swire and its decision to put the fight behind it, we are left with a feeling that battle should have gone on. The incident that led to the media frenzy in Australia began when the vessel, since renamed Pacific Mariner, a general cargoship, was holed during cyclone Hamish and lost 270,000 litres of bunkers. The cost of the clean-up is an estimated A\$32m." LLOYD'S LIST, 18 August 2009, p 2

Can the Bunkers Convention Ensure Adequate Compensation for Pollution Victims? – By Zing Zhu "Blame for oil pollution at sea mostly focuses on oil tankers. The international system of liability and compensation established after the *Torrey Canyon* incident in 1967 is the most widespread regime for addressing the issue of oil-pollution liability and compensation." JOURNAL OF MARITIME LAW & COMMERCE, April 2009, pp 203-220

Letters of Marque: A Short-Term Solution to an Age Old Problem – By D. Joshua Staub "Somali piracy threatens to encourage others to predate on the high seas. The international response to this threat has proven costly, and unsuccessful. To alleviate this problem, US policy-makers should negotiate agreements with port states to allow US flagged merchant vessels to bear arms to defend themselves and, Congress should issue letters of marque in the interim to allow these vessels and their crews to defend themselves." JOURNAL OF MARITIME LAW & COMMERCE, April 2009, pp 261-270

Port State Jurisdiction and Article 218 of the UN Convention on the Law of Sea – By Ho-Sam Bang "The willingness of port States to exercise powers of control and jurisdiction over sub-standard ships is important in controlling and reducing vessel-source pollution. Ships not complying with the minimum standards contained in international maritime conventions such as MARPOL 73/78, SOLAS, STCW, and posing significant risk of harm to seafarers on board; to other ships; and to the marine environment have been termed sub-standard ships." JOURNAL OF MARITIME LAW & COMMERCE, April 2009, pp 291-313

Georgios M chief engineers indicted over magic pipe - By Rajesh Joshi "Two seafarers from the product tanker Georgios M have become the latest additions to mariners potentially facing US jail time on oil pollution offences. A federal grand jury in Houston has returned an indictment on two chief engineers who served onboard the 1995-built, 69,933 dwt, Malta-flagged tanker between 2006 and 2008, when the alleged offences are said to have been committed. Both defendants are said to have maintained a false oil record book that concealed the discharge of oil-contaminated waste into the high seas, and are being held responsible for presenting the falsified ORB during inspections in various Texas ports." LLOYD'S LIST, 24 August 2009, p 2

4. MARINE TECHNOLOGY

Danes turn to technology to assess crew fatigue - By Craig Eason "Denmark is to use technology to assess whether shipowners and seafarers are falsifying work hours and working with too little sleep. As the industry debates the level of fatigue among seafarers, the Danish Maritime Authority is convinced that a large number of vessels are submitting falsified log books to verify working hours." LLOYD'S LIST, 4 August 2009, p 6

Feature: shipping software "Software is now almost as common on board vessels as it is ashore. *Solutions* looks at some of the new technologies that are finding their way on board." FAIRPLAY SOLUTIONS, August 2009, pp 30-35



Operations: update Lightweight materials that pack a heavyweight punch “*Solutions* reports on some of the latest developments in the search for alternative lightweight materials for shipbuilding.” FAIRPLAY SOLUTIONS, August 2009, pp 36-37

Operations: innovations Manoeuvring software cuts need for model tests “Model tests usually examine how vessels perform at service speeds but with most accidents occurring at slow speeds and DP becoming more common, slow-speed manoeuvring is receiving more attention.” FAIRPLAY SOLUTIONS, August 2009, pp 38-39

Lloyd's List Opinion: Broadband benefits "Broadband internet is part of daily life for those of us living onshore. But at sea it is a rather different matter. At Singtel's business solutions centre in Singapore an array of broadband satellite solutions for shipping are on display, including a demonstration of playing the popular video game Rock Band via satellite. While a ship's crew would be sure to enjoy this, the display is to show how the technology could be used, for example, to advise on engine repairs from the shore." LLOYD'S LIST, 10 August 2009, p 2

Powerplants clean up – By Doug Woodyard “Leading designers of slow and medium speed engines continue to pursue the twin imperatives of low emissions and high fuel economy.” SEATRADE, July/Aug 2009, pp 85-89

Vision of the future New concept for Arctic travel - By Craig Eason "An 1,000 m long vessel powered by hydrogen engines fore and aft, which acts like a train and is flexible and assisted with wind kites, may not be what most ship designers have in mind for meeting today's Arctic navigation and environmental challenges. But a group of Norwegian students have designed the concept modular vessel to visualise the possibilities of operating in Arctic waters." LLOYD'S LIST, 18 August 2009, p 6

GL offers guidance on ‘alternative’ designs “Germanischer Lloyd has introduced guidelines to new rules for the ‘Analysis of Alternative Ship Design and Arrangements’, which have now entered into force. The new arrangements, which deviate from but continue to satisfy the prescriptive requirements of SOLAS regulations, include a wide range of measures designed to offer shipyards with the opportunity of creating more competitive ship designs, such as those that introduce additional features and new design ideas that in the past could not have been implemented.” SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, p 8

Off the hook “Desh Bhullar offers a fresh perspective towards lifeboat hook release systems, and the impact that current legislation will have on ship operators and owners.” SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, pp 24, 25

Joker in the pack - By Rainbow Nelson "At the heart of the Panama Canal Authority's unflappable confidence in its capacity to deliver its \$5.3bn expansion project on time and on budget is its faith in the power of technology and the lure the high-profile project has had on innovative contractors. There are few better examples than the Yuan Dong 007, a pioneering vessel designed and built specifically for the expansion project. “It wasn't perhaps the secret weapon but it was definitely our joker in the pack,” says Dredging International general manager Philip Hermans. Equipped with 10 drill towers - four more than most drill and blast barges in operation - and equipped with a capability to use liquid explosives, it is the first self-propelled vessel of its kind." LLOYD'S LIST, 25 August 2009, p 7

New fuel technology set to hit tanker demand - By Liz McCarthy "Falling demand for oil is the largest factor affecting the tanker market, with little hope for a recovery from increased volumes, as consumers switch to alternatively fuelled cars. Combined with global initiatives for greener technology, geopolitical factors surrounding the oil industry would also hit the tanker market, according to Dr Stopford. “People are more and more insecure about where oil might come from and the terms on which it might be available,” he said." LLOYD'S LIST, 26 August 2009, p 4



Ballast systems get nod from MEPC “The final approval for active sub-stances was given to four ballast water treatment systems at last month’s meeting of the IMO’s Marine Environment Protection Committee (MEPC) and three other systems received basic approval.” FAIRPLAY SOLUTIONS, August 2009, p 4

Thinking inside the box “A novel lifeboat concept aims to increase safety through innovation. Martin Watts discovers why hooks are out and containers are in for Nadiro’s interesting new system.” SAFETY AT SEA INTERNATIONAL, August 2009, pp 26-29

Safer mass evacuations “Marine evacuation systems (MESs) are growing in popularity. Could a focus on slide-based systems dispel passengers fears over a rapid descent to safety? Suppliers of MESs continue to make a strong case for such systems over conventional lifeboats. In particular, they allow passengers to escape rapidly from a vessel to an already deployed liferaft, removing some of the problems associated with the loading and deployment of conventional systems and sometimes accelerating the evacuation process.” SAFETY AT SEA INTERNATIONAL, August 2009, p30

Suit testing surge predicted “Last month saw an important deadline that may have been overlooked, but which could lead to delays in port as port state control inspectors check records. Immersion suits for all crew members became mandatory on most ships on 1 July 2006, leading to a buying spree as operators moved to comply. The regulation calls for crew to carry out a test each month on board and an air-pressure test to be made every three years to check the integrity of the seams and closures.” FAIRPLAY SOLUTIONS, August 2009, p 7

More tests required in proposed new fire code “Revisions to the Fire Test Procedures (FTP) Code will have an important impact on the marine industry and those manufacturers that supply it, according to Janet Murrell, technical manager at Warrington Certification, who has been participating in the IMO Working Group tasked with rewriting the Code.” SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, p 7

Safety campaign targets lifeboats - By Jim ilson "Lifeboat release mechanisms will be under investigation in 43 countries within the next two weeks. Officials working with the Paris and Tokyo MOUs on Port State Control will be carrying out a Concentrated Inspection Campaign (CIC) from the beginning of September to the end of November to gather evidence on the current state of lifeboat releases." FAIRPLAY, 27 August 2009, p 6

Will GBS rules measure up? - By Miriam Fahey "Class societies have mixed opinions on whether common structural rules will change very much once Goal Based Standards (GBS) take effect as expected in 2012. The premise behind GBS is that the IMO should play a larger role in determining the fundamental standards to which new ships are built, without taking over the detailed work of class societies - the IMO would state what has to be achieved." FAIRPLAY, 22 August 2009, p 9

5. HEALTH AND SAFETY

Increase in accidents blamed on crew stress “Seafarer stress is being blamed for a sharp increase in the number of ferry accidents on Norwegian waters. The officers’ union NSOF says the number of incidents of ships hitting quays has almost doubled this year, and argues that additional stress caused by crew reductions is the prime cause.” TELEGRAPH, August 2009, p 14



Voyager virus Swine flu hits cruise "Royal Caribbean's Voyager of the Seas has become the latest cruiseship to be hit by swine flu. The 1999-built, 11,132 dwt cruiseship was carrying dozens of flu victims among its 5,000 passengers and crew as it anchored in the bay of Villefranche sur Mer, southeastern France on Friday. French officials say about 60 crew members have been diagnosed with swine flu and confined to their cabins." LLOYD'S LIST, 3 August 2009, p 2

Beyond first aid "*Solutions* examines the current status of telemedicine in the marine environment, reviews some of the specialised equipment now in use and looks at possible future developments." FAIRPLAY SOLUTIONS, August 2009, pp 12-15

More cranes checked as HSE investigates collapse - By Steve Matthews "Further inspections of ship-to-shore container cranes are being carried out as part of the UK Health & Safety Executive investigation into the collapse of a Morris container crane at Southampton. DP World Southampton has taken three remaining cranes of the same design out of service after the crane collapsed on July 13 when loading boxes on the 6,500 teu NYK Themis . The incident followed an earlier crane collapse at the port in January 2008." LLOYD'S LIST, 10 August 2009, p 2

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Think the unthinkable "Somebody falls over and breaks a leg as they inspect a ballast tank. The inquiry into this sad event, after the sailor has been dragged out of the tank, will focus on issues of causation, such as the adequacy of his clothing, non-slip boots, lighting etc. It should go a bit further, suggests Captain Krishnamurthi, and ask why it is necessary to have somebody grovelling around in a darkened tank every 15 days, to fulfil the requirement that all ballast tanks must be inspected every six months. He asks why "it is necessary to test the athleticism of the seafarer in the extremely unfriendly slippery conditions of an enclosed space while on a ship is at sea?" LLOYD'S LIST, 17 August 2009, p 7

6. MARITIME SECURITY

Pirate attacks have doubled "Nautilus International has voiced alarm at new figures showing that armed attacks on shipping around the world more than doubled over the first half of the year." TELEGRAPH, August 2009, p 1

Union to review piracy policies "Nautilus needs to have a clearer policy with which to continue lobbying governments and regulators to get meaningful action against the growing threat of piracy and armed attacks on shipping, Council head last month. Members attending the meeting were involved in a lively debate on the issue – including the calls from some quarters for ships to be armed – following the motion agreed at the BGM in May." TELEGRAPH, August 2009, p 2

Go 'pirate hunting' on yachts "Let's hope that this is a hoax – but under the quirky news section of the Ananova news site is a headline 'Luxury yachts offer pirate hunting cruises.' It raises some serious questions, not least who are the owners of the luxury yachts and what are they smoking? The article states that a Russian firm is marketing pirate hunting cruises onboard armed private yachts off the Somali coast. Wealthy punters pay £3,500 per day to sail in the most dangerous waters in the world, and when attacked, they retaliate with grenade launchers, machine guns and rocket launchers, reports the Austrian paper Wirtschaftsblatt." TELEGRAPH, August 2009, p



How to protect and survive “The study – A Modern Plague of Pirates v.1.3 – has been produced by Captain Peter Corbett, a shipmaster who spent the last six months sailing in the Timor Sea and South China Sea. His 80-page report was produced following ‘a bit of brainstorming with my colleagues onboard, some who like myself has experienced armed robbery and piracy first-hand’.” TELEGRAPH, August 2009, p 22

Piracy attacks double in H1 09 “According to the latest report published by the ICC International Maritime Bureau’s Piracy Reporting Centre (IMB), hijacking attacks on merchant ships are still increasing, with 240 incidents reported in H1 09. This was more than double the 114 incidents logged in the corresponding period of 2008.” CONTAINERISATION INTERNATIONAL, August 2009, p 12

Mystery over cargoship hijacked by bogus police - By David Osler "Swedish police are investigating allegations that a gang of masked men impersonating police officers seized a general cargoship associated with Russian interests while it was in Swedish waters last week, a statement on the official police website has confirmed. While the statement does not mention the ship by name, local media outlets have identified it as the 1991-built, 4,706 dwt Arctic Sea. Some 15 Russian national seafarers claim that they were tied up and beaten by a group of around 10 men who boarded the ship on July 24 off the Swedish islands of Öland and Gotland." LLOYD’S LIST, 3 August 2009, p 2

Buoys to aid with border control - By Justin Stares "Intelligent buoys capable of automatically detecting illegal immigrants are under development in what could be a big time-saver for over-worked coastguards. Researchers are designing wireless devices which they say will be able to distinguish between pleasure craft and boats carrying illegals, thereby relieving navies and civilian coastguards of the onerous task of sweeping hundreds of miles of maritime border." LLOYD’S LIST, 3 August 2009, p 14

Pirates may be prolonging ransom negotiations as stakes become higher - By Richard Meade "The release of 11 Indonesian seafarers almost eight months after their ship was first hijacked has highlighted growing industry concern that ransom negotiation are dragging on longer than ever before. The Malaysian-flagged tug Masindra 7 was finally released over the weekend following protracted negotiations between the vessel’s Malaysian owner, Masindra Shipping, and the group of pirates that captured it off the Yemen coast on December 16 last year. The deal came amid unconfirmed reports yesterday that a \$2.7m ransom payment had been parachuted onto the German boxship Hansa Stavanger with the intention of ending a four-month ransom negotiation for the release of the vessel and its 24 crew." LLOYD’S LIST, 4 August 2009, p 1

Tug attacked in South China Sea - By Marcus Hand "A Singapore-flagged tug has become the seventh vessel to be attacked by pirates off Mangkai Island in the South China Sea this year. The 249 gt tugboat Tahir, owned by Orchard Maritime Logistics, was attacked by five pirates armed with knives on August 2 at 0130 hrs local time while transiting the South China Sea, according to the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships. The 10 crew of the tugboat were able to repel the pirates when they boarded, although the master was injured with a cut on his leg. It is the seventh attack off the island in the South China Sea this year." LLOYD’S LIST, 4 August 2009, p 1

US, Japan mull anti-piracy laws “There have been moves in the Unites States and Japan to strengthen anti-piracy laws. Republican congressman Frank LoBiondo has proposed a bill that would give immunity to seafarers who kill or wound suspected pirates. The US Mariner and Vessel Protection Act would allow armed US Coast Guard officials to ride aboard and defend US-flagged vessels in pirate-frequented waters. It would also direct the US to negotiate international agreements through the IMO to provide liability exemptions in other countries, allowing use of force by mariners, vessel owners, operators and masters and permitting armed US crews to enter foreign ports.” SAFETY AT SEA INTERNATIONAL, August 2009, p 14



Inspection showdown for North Korean Ships “Flag and port states will both play central roles in the high-stakes confrontation between the West and North Korea over the letter’s nuclear programme. Initially, the US considered forcible at-sea inspections of cargo ships suspected of carrying arms or nuclear materials from North Korea. This strategy appears to be off the table because North Korea warned that such interdictions would be considered an act of war. A more conservative approach was adopted and confirmed by UN Resolution 1874, passed on 12 June. The resolution requests that port states agree to “conduct inspections on their territory when there are reasonable grounds that a banned cargo is on a ship.” SAFETY AT SEA INTERNATIONAL, August 2009, p 14

Drug surveillance tightens at Subic Bay “Subic Bay Freeport in the Philippines has joined with Subic Bay Metropolitan Authority (SBMA) and the Philippine Navy to tighten port security in the light of rampant smuggling and drug trafficking. ”This partnership between SBMA and the navy would allow us to go after fleeing vessels even when they are beyond Subic’s Port limits,” explained SBMA administrator Armand Arreza.” SAFETY AT SEA INTERNATIONAL, August 2009, p 15

EU extends anti-piracy operation “The European Union has decided to extend Operation EU NAVFOR-Atalanta for one year. The Council of the European Union noted that piracy off the coast of Somalia was likely to remain “a serious threat” beyond the original end-date of 13 December 2009 and offered an early extension of the operation.” SAFETY AT SEA INTERNATIONAL, August 2009, p 15

Hidden agendas lurk behind Navfor anti-piracy operation - By Justin Stares “Shipowners and operators from all over the world log onto the EU Navfor website seeking guidance on their vessel’s transit through the so-called “internationally recognised corridor”, which stretches from the southern tip of Aden to the island of Socotra, off the Horn of Africa. While they no doubt know EU naval forces are operating in co-operation with navies from elsewhere, they may not know that the EU does not by itself lead the anti-piracy mission. Several multinational task forces are taking part, and one task force, the US-led Combined Maritime Forces CTF151, officially has joint leadership.” LLOYD’S LIST, 5 August 2009, p 4

Is piracy in Asia about to return to the bad old days? “It was not so many years ago that the industry’s focus of concern when it came to piracy was not Somalia but the waters of Southeast Asia. For many years, Indonesia was the world’s top piracy black spot and attacks by pirates spread into key waterways such as the Malacca and Singapore straits. The issue came to a head in mid-2005 when the Joint War Committee of the Lloyd’s Market Association classified the straits as a war risk area. Political uproar followed, but it also led to concerted action by the littoral states of Singapore, Malaysia and Indonesia, along with neighbouring Thailand. They worked together on both joint air and sea patrols, bringing down the number of attacks in the region. Figures for attacks in the first half of this year, though, have shown a worrying trend, with the number of incidents in Asia increasing for the first time in five years. In particular, there had been a spate of attacks in the South China Sea.” LLOYD’S LIST, 6 August 2009, p 7

Croatia to join piracy fight - By Justin Stares “Croatia is to join the European Union’s Atalanta mission off Somalia after promising to respect the human rights of pirates. The Balkan country, an EU applicant and therefore not yet a member, has agreed to put its forces at the disposal of EU Navfor commanders and pay its share of costs.” LLOYD’S LIST, 6 August 2009, p 14

Anger at Hansa Stavanger ransom deal – By Anne-Christin “German politicians have criticised the payment of a ransom to Somali pirates to effect the release of containership Hans-Peter Uhl, security expert in the conservative CSU party, demanded an end to “chequebook diplomacy” with Somali pirates. “We are very relieved the crew has been released, but nobody should exult about paying €2.7m (\$3.8m) to criminals,” he said. “Captured vessels should be captured back and, if necessary, force should be used,” he said. Thomas Oppermann, parliamentary secretary of the Social Democratic Party, agreed with that view. He said western nations were financing a kidnapping industry in Somalia and that people should not romanticise pirates as fishermen whose fishing grounds have been taken away by a European fishing



armada. "The piracy problem won't be lessened by paying ransoms," he told Lloyd's List." LLOYD'S LIST, 6 August 2009, p 14

Show of force South Korean navy thwarts pirate attack - By Jerry Frank "South Korean naval forces seized and then released suspected pirates off the Somali coast, following a distress signal from a Bahamas-flagged vessel. Marines in Lynx helicopters and three high-speed boats carried out the operation early on Wednesday morning, with the show of force causing the pirates to break off the attack. The South Korean unit was deployed on the destroyer *Munmu the Great*, which was on patrol about 70 km from the Bahamian vessel. The 30-strong force was part of the specialist anti-piracy Cheonghae unit, formed to protect merchant shipping under Combined Task Force 151." LLOYD'S LIST, 7 August 2009, p 2

Militants to escalate attacks in Niger Delta - By John Drake and Hanna-Caroline Imig "There was momentary optimism that the July 20 ceasefire between the government and Nigerian militants in the oil-rich Niger Delta region would result in reduced maritime attacks. Unfortunately, this may not be the case. There is little precedent for lasting peace agreements between the two sides. The current trend of militant attacks in southern Nigeria would suggest that an escalation is on the cards, rather than any amelioration of militant-government relations." LLOYD'S LIST, 7 August 2009, p 15

Pirates on the Horizon "The Turkish bulk carrier *Horizon 1* was among the vessels to have succumbed to hijacking by Somali pirates last month. Carrying a cargo of dry sulphur, the vessel was en route from Saudi Arabia to Jordan when captured on 8 July. All of its 23 crew members - including 24-year-old female third officer Aysun Akbay - are Turkish nationals, so the hijacking has been widely covered by the Turkish media. It is reported that the ship is currently anchored off Eyl, Somalia, and that the owner is currently negotiating the release of the vessel and its crew." FAIRPLAY, 6 August 2009, p 27

Peru steps up security after cruiseship robbery - By Sandra Speares "Aqua Expeditions chief executive Francesco Galli Zugaro has been holding talks with senior government officials in Peru this week after an armed robbery on board Amazon cruiseship *Aqua* on August 4. The 400 gt vessel was boarded by six robbers, who tied up 20 passengers during a cruise on the Ucayali river in the Peruvian Amazon. Neither passengers nor crew were hurt in the assault, during which the robbers stole money, jewellery and cameras." LLOYD'S LIST, 10 August 2009, p 2

Ransom controversy as pirates free Italian tug - By David Osler "Italy-flagged tug *Buccaneer* and its crew of 16 - held captive by Somali pirates for four months - was released over the weekend, with contradictory reports emerging as to whether or not a ransom had been paid. Italian Foreign Minister Franco Frattini told television station Sky Italia yesterday that he had confirmation of the release of the vessel from the Somali prime minister, a development he attributed to "exceptional work" on the part of Somali authorities and the Italian intelligence service. But a man claiming to be one of the abductors told Reuters news agency: "We have taken \$4m ransom and freed the Italian tugboat." LLOYD'S LIST, 11 August 2009, p 2

India detains North Korean vessel after six-hour chase - By Keith Wallis "Indian intelligence officers are to question the 39 crew of the 1981-built, 17,618 dwt North Korean-registered bulk carrier *Mu San*, which was detained by the Indian coastguard at Port Blair in the Andaman and Nicobar islands. Port Blair chief port administrator A Chandra Bose told Lloyd's List that a team from India's research and analysis wing and army intelligence would interview the North Korean crew of the vessel." LLOYD'S LIST, 11 August 2009, p 2



Mystery surrounds ship ‘attacked’ off Sweden - By Craig Eason "A Russian general cargoship at the centre of an alleged attack off Sweden’s east coast appears to have vanished in western European waters. Stockholm police are investigating a claim that the crew of the 1991-built, 4,706 dwt Arctic Sea were attacked by a group of around 10 masked men who boarded the vessel off the island of Gotland on July 24." LLOYD’S LIST, 11 August 2009, p 2

Lloyd's List Opinion: Taking a stand "For how long will shipowners be able to maintain their position that there is no proven link between ransom payments and terrorism? If al-Shabab insurgents control great swathes of the country (Somalia) , they must have come into contact with pirates and must have commercial links. Maybe these militants and the pirates are in some cases one and the same. If this is true, ransom money is now funding one of the enemies of the US." LLOYD’S LIST, 11 August 2009, p 2

Vigilance needed By Neville Smith “As the piracy crisis continues failing any concerted political action to end it, shipowners must look to their own defences.” SEATRADE, July/Aug 2009, pp 22-23

High priority Nato in piracy pledge - Richard Meade "The new head of Nato, Anders Fogh Rasmussen, has confirmed the military alliance’s strategic commitment to continuing counter-piracy operations. Speaking at his first official meeting in his role as secretary-general yesterday, Mr Rasmussen (pictured) called for a strategic partnership with Russia to tackle global security problems ranging from Afghanistan and piracy to the spread of nuclear weapons." LLOYD’S LIST, 12 August 2009, p 1

Russian ‘hijacked’ crew may have been coerced - By David Osler "The crew of a Russian general cargoship at the centre of hijacking speculation may have been acting under duress when the vessel reported to the British coastguard late last month, a spokesman for the Maritime and Coastguard Agency speculated yesterday. Meanwhile, the International Maritime Bureau has confirmed that attempts to contact the vessel’s owner have proved unsuccessful, with the result that the case is not yet officially being designated a piracy incident, despite such descriptions in the mainstream press. The whereabouts of the 1991-built, 4,706 dwt Arctic Sea have been unknown since July 29, when data from the Lloyd’s Marine Intelligence Unit vessel-tracking service positioned the vessel off the southwest of England. The likelihood is that the vessel’s automatic identification system is either no longer working or has been switched off." LLOYD’S LIST, 12 August 2009, p 2

Russia to launch all-out search for Arctic Sea - By David Osler “Russia's navy is to launch a full-scale search for Arctic Sea, the Russian-owned and crewed general cargoship allegedly hijacked in the Baltic last month. Meanwhile, Anglo-Dutch seafarer union Nautilus International has warned that the case highlights “glaring gaps” in the national and international maritime security regime. According to Russian state-owned RIA Novosti news agency, Russia’s president Dmitry Medvedev has ordered defence minister Anatoly Serdyukov to take “all necessary measures to detect, monitor and, if necessary, rescue” the vessel." LLOYD’S LIST, 13 August, 2009, p 2

Letter to the Editor: Piracy fight forgets seafarers’ rights - By Capt CR Kelso "If, from the outset of the Somali piracy problem, the human rights of seafarers had been safeguarded as assiduously as those of the pirates, we would not find ourselves in this situation. Increasing numbers of heavily armed thugs threaten the lives of seafarers safe in the knowledge they are virtually beyond the law." LLOYD’S LIST, 13 August, 2009, p 4

Sightings of vanished Russian ship wide of mark - By David Osler "Russia's navy was continuing its search for missing Russian general cargoship Arctic Sea as Lloyd’s List went to press, after two reported sightings yesterday proved unfounded. A navy spokesperson formally dismissed claims that frigate Ladny had located the vessel in the Atlantic, saying: “This information is based on the personal views of a private individual and is untrue.” Meanwhile, a statement on the website of the Russian ministry of



defence stressed that the country is using “all means of detection”, including satellites and navy ships, to find the ship." LLOYD'S LIST, 14 August 2009, p 2

Tanker fuel stolen after Nigeria raid - By David Osler "An exchange of gunfire has been reported at a Nigerian tank farm in which criminals seized control of a jetty and may have stolen 5,000 tonnes of petrol from a European-owned combination tanker. Security sources specialising in the country confirmed that an incident took place at Ibafo, but details remain sketchy, including when the attack took place." LLOYD'S LIST, 14 August 2009, p 2

Shipowners could lose piracy claims - By Miriam Fahey "Shipowners are at risk of losing out on insurance claims from ransoms if a cargo owner can prove the vessel is unseaworthy, a maritime lawyer has warned. Peter Tribe, partner with London-based Elborne Mitchell, said that while some owners have taken steps to deal with the piracy threat, few are aware that if their vessel is proven unseaworthy their claims could be scuppered." FAIRPLAY, 13 August 2009, FAIRPLAY, 13 August 2009, p 6

Mystery over? Missing Arctic Sea found - By David Osler "Russia's navy has found missing general cargoship Arctic Sea near the Cape Verde islands with the crew seemingly safe, according to the country's defence minister, Anatoly Serdyukov. "The crew have been transferred to our anti-submarine ship, the Ladny, where they are being questioned to clarify all the circumstances of the disappearance. The crew are all alive and well." LLOYD'S LIST, 18 August 2009, p 1

Piracy portal promises full online risk assessment - By David Osler "Shipowners will have access to a comprehensive, web-based threat assessment portal from this autumn, in a joint venture between trade association BIMCO and private security specialist Aegis with input from the International Maritime Bureau. While AVRA is being launched against the backdrop of the Somalia piracy crisis, it will also cover other forms of criminal activity, including smuggling, corruption, drug running, domestic political unrest and stowaways." LLOYD'S LIST, 18 August 2009, p 5

Liberian register offers anti-piracy training - By David Osler "The Liberian register has introduced a computer-based package designed to train seafarers and company security officers in anti-piracy techniques. The adoption of the Best Management Practice course follows a meeting in New York earlier this year of the United Nations Contact Group on Somalian Piracy, at which the Liberian government signed the New York Declaration on piracy." LLOYD'S LIST, 20 August 2009, p 2

Byte Size – By Bonita Nightingale "The number of incidents in Asia has increased for first time in five years, with a spate of attacks in the South China Sea. According to the International Maritime Bureau's piracy reporting centre, there were 21 attacks on vessels in Southeast Asian and Far East waters in the second quarter, compared with just 10 in the first quarter." SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, p 25

Counter Intelligence "Pirates are as ruthless as merchant bankers in the pursuit of financial gain, as hack happy as a mafia hitman, and make Quentin Tarantino movies look like a Disney cartoon. The cost of piracy to the marine industry is huge, but the cost of life is one that is immeasurable." SHIPPING WORLD & SHIPBUILDER, Jul/Aug 2009, pp 7-10

Arctic Sea crew and suspected hijackers returned to Moscow - By David Osler "Eleven seafarers and the eight men suspected of hijacking Arctic Sea - the missing Russian general cargoship that sparked a frantic search of the Atlantic earlier this month - arrived in Moscow yesterday onboard three Russian air force planes. According to Reuters, the alleged hijackers were handcuffed to members of Russia's security forces when they disembarked, and have now been taken to a high-security prison. Russian ambassador to Cape Verde Alexander Karpushin told the Itar-Tass news agency that four Russian seafarers, including the master, remained aboard the ship to undertake maintenance tasks." LLOYD'S LIST, 21 August 2009, p 2



Opinion: Piracy is not just on the high seas "Much has been said about the human cost of piracy - and rightly so. The terror of being kidnapped is real for both crews, their families and colleagues. But much less has been disclosed about the real financial cost of piracy to shipping - and who is making money from this scourge." TRADEWINDS, 21 August 2009, p 2

Hidden costs of piracy emerge - By Julian Bray "One charterer's experience with piracy and the painful legal aftermath could change the way ships are insured. The full cost to shipping of the piracy epidemic has started to emerge amid an increasingly bitter row over a slow insurance payout for a ransomed ship in what is likely to be a legal test case. The owner and charterer of the 3,700-dwt Amiya Scan (built 2004) paid pirates a \$1m ransom for the release of the multipurpose (MPP) ship and its nine crew on June 24 last year after 31 days in captivity. But the cost of the complex and fraught logistics of the money drop - and the bills for other intermediaries and lawyers - has seen the total for the incident spiral to \$5.4m." TRADEWINDS, 21 August 2009, p 3

Better insurance needed - and firepower - By Julian Bray "Lars Juhl personally favours the deployment of armed guards on board ships transiting the dangerous Gulf of Aden region because naval patrols have difficulty keeping up with the ever increasing range of the local pirates. Once the criminals get on board and have crew members held at gunpoint they are hard to dislodge, he says." TRADEWINDS, 21 August 2009, p 3

Official statements on 'Arctic Sea' saga fail to clear up mystery - By Eoin O'Conneide "The ship at the centre of an alleged international hijacking mystery was indeed missing for some time before the Russian Navy caught up with it off West Africa. Recent reports suggested that investigating authorities always knew the location of the 4,700-dwt Arctic Sea (built 1992) but held off revealing it so as not to endanger the 15 Russian crew on board. The Russian Navy "found" the ship 480 kilometres (300 miles) off Cape Verde on Monday and made eight arrests, although it has not been clarified if any of the crew has been detained." TRADEWINDS, 21 August 2009, pp 38-39

Somalia attacks pick up as monsoon ends - By Marcus Hand "The first signs of resurgence in pirate activity off the east coast of Somalia are being seen as the monsoon season draws to a close, warns the International Maritime Bureau. IMB director Potengal Mukundan said he expected to see the number of attacks off the east coast of Somalia pick up after a three-month lull." LLOYD'S LIST, 24 August 2009, p 2

Lloyd's List Opinion: Security sham "The International Ship and Port Security Code was designed to protect maritime assets from being used by terrorists to smuggle in weapons or people, or the vessels themselves being used as weapons of mass destruction. The ISPS code may have worked in terms of procedures at ports and have had the unwelcome side-effect of making shore leave and getting off the vessel more difficult, but in terms of securing vessels themselves, it is hard to see what has been achieved. The code essentially a piece of bureaucracy is not much use when pirates, armed to the teeth, are firing at the bridge of your vessel." LLOYD'S LIST, 24 August 2009, p 2

Mutual misunderstanding "One of the stranger episodes of recent weeks saw the small Finnish cargo vessel Arctic Sea lose contact with the outside world at the end of July, spurring a hunt by every available journalist from Moscow to Morocco. But this was different. As the days rolled on, news editors replaced junior hacks with diplomatic editors and political experts usually travelling with Obama to Africa or Lula to Beijing. The Russian president, Dmitry Medvedev, was shown on prime time television being updated by his ministers, and happily it was the Russian anti-submarine frigate Ladny that located the ship, 300n-miles off the Cape Verde islands, arrested the pirates and freed the unharmed seafarers. Whatever the Baltic pirates' motivation, it certainly raised the profile of shipping." FAIRPLAY, 22 August 2009, p 2



Kenya piracy trials at risk of breaching human rights laws - By David Osler "A barrister specialising in controversial cases has stepped forward to provide pro bono services to over 40 suspected Somali pirates on trial in Kenya, arguing that their human rights could be breached on account of inadequacies in the Kenyan justice system. US-Indian dual national Avi Singh is best known for working on the legal team that defended Liberian dictator Charles Taylor against charges of war crimes before an international court in The Hague. Mr Singh represents a little-known Paris-based non-governmental organisation called Lawyers of the World, which has written to the United Nations, the European Union's anti-piracy naval force and Kenya's foreign ministry, expressing concern that the accused may be mistreated in custody and may not get a fair trial." LLOYD'S LIST, 25 August 2009, p 1

Somalian defendants in call for UN intervention - By Alison Bevege "Somalis on trial for piracy used a court appearance last Thursday to call for intervention by the United Nations, saying they were attacked by an Italian warship and forced to go to Kenya for trial when they should have been taken to Somalia. "All the problems were caused by the European Union and the Americans, who say they have arrested so many pirates," said Said Abdalah Haji at a court hearing with eight other Somalis accused of attacking the Maria K in the Gulf of Aden in May. "We are requesting the UN and the human rights organisations to see to our welfare. Our problem is that we are being detained here forcibly. They said they would take us to Somalia, but they brought us to Kenya." LLOYD'S LIST, 25 August 2009, p 4

Lawyers raise concerns over specialist tribunal - By Jerry Frank "International lawyers have raised doubt over the viability of a specialist piracy tribunal as an alternative forum to bypass prosecutions in Kenya. Public law specialists have mooted the possibility of a tribunal similar to the International Criminal Court at The Hague as one way of overcoming the difficulties of bringing pirates to trial." LLOYD'S LIST, 25 August 2009, p 4

Majority of 250 accused are detained in Kenya - By Jerry Frank "More than 250 pirates are awaiting trial or already convicted and the majority of these are detained in Kenya, according to London-based piracy experts. The Seychelles, Yemen, Somalia, the Netherlands, France and the US all hold these suspected or convicted pirates, but legal specialists report that this number is dwarfed by those that have been captured and released. Paris-based network Lawyers of the World alleges breaches of their piracy cases clients' human rights in captivity at sea and while in Kenya, and question Kenya's jurisdiction to hold trials. However, international lawyers suggest that Kenyan law now has the legal framework to deal with the prosecuting pirates, with its Merchant Shipping Act 2009 incorporating the standard international definition of article 101 of the United Nations Convention on the Law of the Sea 1982." LLOYD'S LIST, 25 August 2009, p 4

Leonhardt defends handling of hijack crisis - By Friederike Krieger "Frank Leonhardt, chief executive of Hamburg-based owner Leonhardt & Blumberg, has rejected accusations that he did not take enough security measures to protect his 1,550 teu containership Hansa Stavanger from pirates. "The crew of Hansa Stavanger was provided with the most important relevant suggestions for security measures against pirate attacks," he told Lloyd's List. The Hansa Stavanger was released by Somali pirates for a ransom of \$2.8m on August 3, after being held for four months. German government members said that the incident was partly Mr Leonhardt's fault." LLOYD'S LIST, 25 August 2009, p 5

Last Word: Arctic Sea smoke and mirrors "The Arctic Sea mystery has, if nothing else, been a field day for conspiracy theorists. At one stage, anyone and everyone with the most tenuous claim to be a maritime expert could advance whatever whacky explanation they fancied, confident that their take would be reported rapidly by some of the world's leading newspapers. Thus the Finnish authorities were forced officially to deny the claim put forward by a German former master that the vessel was carrying plutonium, after the Finns took Geiger counter readings at its last known berth. But if this sort of cloak-and-dagger stuff tickles your fancy, you may be interested by a report in Novaya Gazeta, a reputable Russian publication of liberal stripe, that Arctic Sea was carrying X-55 cruise missiles and S300 anti-



aircraft rockets hidden in secret compartments. The deadly consignment was to have been discharged in Algeria, and from there transhipped to Iran." LLOYD'S LIST, 25 August 2009, p 14

Practical problems that hinder prosecution of pirates - By John Knott "One of several paradoxes surrounding modern-day piracy at sea is the difficulty of prosecuting suspects, rather than releasing them to strike again. The sources of difficulty in particular cases include law and jurisdiction anomalies, lack of convincing evidence, logistical problems relating to the attendance of witnesses and a lack of suitable prisons for convicted pirates. These factors may all play a part, but an overriding consideration in many instances of piracy off Somalia is the lack of political will to take appropriate action. Convicted pirates and suspects awaiting trial are held in Kenya, the Seychelles, Yemen, Somaliland, Puntland, the Netherlands, France and the US." LLOYD'S LIST, 26 August 2009, p 6

Opinion: The excuses get toxic "The US Central Intelligence Agency's practice of rendition - exporting illegal interrogation beyond US borders - has put the agency under harsh scrutiny from the Obama administration and the public." LLOYD'S LIST, 27 August 2009, p 2

BIMCO advocates arrest of pirate motherships - By Keith Wallis "Naval forces operating in the Gulf of Aden and off the coast of Africa should target suspected pirate motherships, arresting them for non-compliance with the International Safety Management code if necessary, BIMCO's security chief has urged." LLOYD'S LIST, 27 August 2009, p 2

Arctic Sea search reveals nothing suspicious- By D. Osler "Nothing suspicious has initially been found on board Arctic Sea, the general cargoship that hit world headlines after apparently disappearing at the end of last month before being hunted down by the Russian navy, according to the Russian authorities." LLOYD'S LIST, 27 August 2009, p 2

Somali pirates want \$2.8m to free Irene EM - By David Osler "The Philippines government has confirmed that a group of Somali pirates is asking for \$2.8m to secure the release of the Greek-owned bulk carrier Irene EM and its 22 all-Filipino crew, according to local media reports." LLOYD'S LIST, 27 August 2009, p 2

Pirates back in business with attack on cargoship - By David Osler "Somali pirates appear to be gearing up for a new round of attacks following a monsoon season lull, with reports that an Italian-operated general cargoship was shot at earlier this week. The 1990-built, 4,900 dwt Southern Cross, ex-Oman for Algeria, avoided capture after warships from Norway, South Korea and Germany sent helicopter support. There were no injuries to the crew." LLOYD'S LIST, 28 August 2009, p 2

Philippines on high security alert - By Andy Dalisay "A series of explosives and military-grade assault rifles smuggled on merchant ships and ro-ro/ro-pax vessels have been intercepted by Philippine authorities. A manhunt began this week for a British national who was master of the Panama-flagged cargo ship Captain Ufuk. It is alleged that the man left the helm of the Ufuk, before it was intercepted in Philippine waters on 21 August. The vessel was carrying more than 50 Galil military assault weapons, which were discovered after the ship was taken to the port of Mariveles." FAIRPLAY, 27 August 2009, p 7

BMP to beat piracy - By Miriam Fahey "Governments are increasingly using 'Best Management Practices' - a standard set of recommendations to avoid or deter attacks in the Gulf of Aden and off Somalia - to beat piracy. The guidelines only apply to the Gulf of Aden and Somali coast, and help prepare an owner, operator or master for best practice before, during and after an attack. They were issued in February 2009. Organisations can take the ethos of BMP and develop their own training that follows the standard." FAIRPLAY, 27 August 2009, p 11



Russia arrests 'Arctic Sea' over cargo claims - By Eoin O'Cinneide "A Russian court has formally arrested the beleaguered 4,700-dwt Arctic Sea (built 1992) in advance of an imminent thorough cargo inspection, the Russian Navy reports. There is also speculation that the ship may be carrying a heavier cargo than on-board documents suggest, the Navy says, citing a report in the Financial Times Deutschland." TRADEWINDS, 28 August 2009, p 22

Piracy roots run deep in Somalia - By Adam Corbett "It is known that piracy in the Gulf of Aden will not be beaten by warships alone - so what is the next move? Piracy in Somalia is turning over between \$40m and \$80m annually, making it the country's third-largest foreign-currency earner after livestock exports. That is the stark reality of how what is regarded as a criminal act around the world but a business in Somalia has become woven into the country's economic, political and social structures." TRADEWINDS, 28 August 2009, pp 38-39

Somalis need to see financial benefits from beating piracy - By Adam Corbett "The US and the United Nations (UN) are urging Somalia to have an elected government and national constitution in place by 2011 to take over from the Transitional Federal Government (TFG). Shipping circles believe that the stability and authority this might bring could be the key to eradicating piracy in the region." TRADEWINDS, 28 August 2009, pp 38-39

7. MARITIME SAFETY

Coping with problem cargoes "Recent incidents have highlighted risks presented by bulk cargoes. SASI looks at three cases as examples of the hazards that seafarers face." SAFETY AT SEA INTERNATIONAL, August 2009, pp 34-36

Carbon dioxide fire system alert "Ships' crews have been advised to carry out urgent checks on some carbon dioxide fire extinguishing systems after system manufacturer Ansul warned of a potential problem." FAIRPLAY SOLUTIONS, August 2009, p 5

Rapid drug testing "A screening system that can quickly detect six narcotic substances had been developed by Draeger. The Draeger DrugTest 5000 is described by its maker as lightweight and portable and can analyse oral fluid samples as a preliminary test for traces of opiates, cocaine, cannabinoids, amphetamines and designer drugs and tranquilisers of the benzodiazepine group. Draeger claims the device is extremely sensitive and is able to detect the smallest trace of drugs in oral fluid samples, achieving an overall accuracy of more than 95%." FAIRPLAY SOLUTIONS, August 2009, p 5

MCA to assess Clydeport's compliance with safety code - By David Osler "Clydeport is to be inspected by the Maritime and Coastguard Agency to ensure compliance with Britain's voluntary Port Marine Safety code, for the first time since the capsizing of tug Flying Phantom at the cost of three lives in December 2007. Sources at the agency insist that the three day visit on August 26-28 is a standard verification visit, and that the timing does not reflect any specific safety concerns at the port." LLOYD'S LIST, 24 August 2009, p 4

No substitute for well-rehearsed safety drills "What can be done to stop people acting almost unthinkingly and stepping into a tank or other space where the oxygen is depleted beyond that necessary to sustain life? People have tried everything, from posters, cartoons and videos, to threats and injunctions, but still the gassing goes on. So full marks to the maritime authority of the Bahamas, which has grasped this particular nettle and suggested to the International Maritime Organization that there should be mandatory enclosed space entry and rescue procedure drills, just as we all have boat and fire drills on a regular basis." LLOYD'S LIST, 24 August 2009, p 7



8. NAVIGATION AND COMMUNICATIONS

Transas goes for realism “Trainees using Transas’s newly released navigational simulator NTPRO 5000 can almost forget they are using a simulator, the company claims. “Advancements in new wave and interaction modelling along with new features of grounding, parametric rolling, broaching and many more raise behaviour realism to a completely new level,” Transas states.” SAFETY AT SEA INTERNATIONAL, August 2009, p 17

State of the chart “The timetable for making ECDIS mandatory has been set. Service providers spoke about flexibility, coverage, training and confusion in the run-up to 2012.” SAFETY AT SEA INTERNATIONAL, August 2009, pp 18-21

From ECDIS to e-navigation “Is ECDIS the ultimate destination for e-navigation or simply a stage on the journey? Steve Valentine took soundings from stakeholders at a meeting on the subject.” SAFETY AT SEA INTERNATIONAL, August 2009, pp 22-23

Danes go for doubles of ECDIS “Impending mandatory carriage requirements for electronic chart display and information systems (ECDIS) appear to have been embraced by Danish shipowners. Many of them are reportedly opting for the dual ECDIS paperless navigation option.” FAIRPLAY SOLUTIONS, August 2009, p 5

Feature: coatings “Coatings manufacturers have moved on from the TBT issue but now have many more environmental issues to consider. *Solutions* looks at the latest developments in this area.” FAIRPLAY SOLUTIONS, August 2009, pp 24-28

Calls for oil majors to use more pilots on Great Belt “Denmark is concerned at the number of shipowners still refusing to take a pilot when navigating through the Great Belt to and from the Baltic Sea. As vessel sizes have increased, safety concerns have grown - leading to recommendations from the International Maritime Organization that vessels request pilotage though the difficult waters. Even so, statistics show that between 2005 and 2008 a total of 683 vessels with a draught over 11 m passed through the Great Belt unaided. The percentage of the total number of passages that need a pilot has been shrinking gradually during that time, but still remains at about 6%.” LLOYD’S LIST, 21 August 2009, p 9

Unions eye EMSA’s new role with alarm “The European Maritime Safety Agency’s (EMSA’s) use of surveillance tools has prompted concern that the agency is veering away from its safety remit. Under a widened mandate for security, environment protection and immigration control, EMSA has united online data systems with long-range identification and tracking (LRIT) of ships and AIS reporting tool SafeSeaNet to allow member states to share live information on incidents and ship movements.” SAFETY AT SEA INTERNATIONAL, August 2009, p 13

9. POLLUTION/ENVIRONMENT

IMO emissions deal comes under attack “The International Maritime Organisation has agreed a package of interim voluntary measures aimed at cutting carbon emissions from shipping. But the deal, agreed at a week-long meeting of the IMO’s marine environment protection committee in London last month, has been criticised by environmental groups who said it fell short of what was needed.” TELEGRAPH, August 2009, p 7



'Flag states failing to tackle ballast water hazards' "The number of pest species in the world's oceans is on the increase because of the continued failure by countries to adopt an international agreement on handling and treatment of ships' ballast water, it was warned last month. As the International Maritime Organisation met to consider progress in enforcing the ballast water convention, which was agreed in 2004, a new report warned that the adverse impact of invasive species are rising – now affecting some 84% of the world's 232 marine eco-regions." TELEGRAPH, August 2009, p 7

Air and sea forces monitor Full City bunker spill - By Craig Eason "Norwegian authorities have more than 25 vessels surrounding the stricken bulk carrier Full City. The 1995-built, 26,800 dwt, Panama-flagged ship ran aground in a fierce storm off south Norway last week after suffering an engine failure. The area has been surrounded by oil booms and vessels with specialised oil retrieval equipment are at the scene. Up to 120 cu m of fuel oil has so far been recovered from the sea and coastline, although a spokesperson for the Norwegian Coastal Administration confirmed that there was likely to be a lot more oil still in the water." LLOYD'S LIST, 4 August 2009, p 2

Insight & Opinion: Making cap-and-trade fit - By David Osler "The advent of a cap-and-trade scheme covering greenhouse gas emissions from shipping is starting to look like a done deal. The industry is set to be asked for anything up to \$10bn to fund the effort, despite the downturn in world trade." LLOYD'S LIST, 4 August 2009, p 7

UK advocates the global option - By David Osler "While the International Maritime Organization debates its position on cap-and-trade over the next few months, the UK Chamber of Shipping came out in favour of "a global and open carbon trading system" last year. Such a scheme represents the only certain means to secure an appropriate contribution from the international shipping industry to the overall reduction in man-made CO2 emissions, the trade association maintains. Director-general Mark Brownrigg says: "We believe that international shipping emissions have to be treated as a separate and discrete entity because of the global nature of our sector. This will mean assessing all emissions outside the context of individual countries and addressing them on a global basis through the IMO." LLOYD'S LIST, 4 August 2009, p 7

Royal Caribbean strides ahead with green initiatives - By Sandra Speares "Royal Caribbean has just launched the first edition of a new Stewardship report on how it deals with environmental issues and its plans for the future. According to Royal Caribbean global chief environmental officer Jamie Sweeting, the report is mainly directed at cruise passengers. Consumers "increasingly want to know that they do not need to worry about sustainability and minimising the carbon footprint" because the issue has been tackled for them, he says." LLOYD'S LIST, 5 August 2009, p 7

Last Word: Cleaner seas and fish "At a time when the ecosystem consequences of fishing are being hotly debated, have the French stolen a march on the UK and other countries? An environmental conference on the sea was held recently in France, bringing together politicians, professionals, industrialists and charities to work out ways to improve the marine environment. Key ideas from the French summit include €400m (\$575m) for marine energy production - floating windmills, underwater turbines, tidal power, and cutting phosphates and nitrates in fragile zones by 40%, by 2014." LLOYD'S LIST, 7 August 2009, p 16

Oil recovery from sunken 'Sea Diamond' successful - By Adam Corbett "A complicated operation to remove fuel from the sunken wreck of the 22,400-gt Sea Diamond has been successfully completed. The job was taken on by deepsea specialist Dronik Maritime Consultants and completed in six weeks using an oil recovery system and two ROVs." TRADEWINDS, 7 August 2009, p p 39



Toxic UK cargo probe "Britain's environmental watchdog, the Environment Agency (EA), is forcing liner operator MSC to repatriate waste landed in Brazil that sparked bilateral diplomatic discord. Unscrupulous companies in northern Europe make use of cheap southbound freight rates - often less than \$100/feu. Dumping waste in Africa and Brazil costs around \$2.50/tonne, 100 times cheaper than northern Europe." FAIRPLAY, 6 August 2009, p 9

World Wildlife Fund: Marine Pest Species Costing Billions In Damage To Fisheries, Coastal Communities And Infrastructure Are Spreading

Source: <http://www.sciencedaily.com/releases/2009/07/090726092331.htm>

Full report at http://assets.panda.org/downloads/silent_invasion_briefing.pdf

Comment: Ignorance is bliss "The earth may be warming up, and then again it might not, Shipping may be to blame in part, and then again it might not. There is plenty of uncertainty over the roles that different industries play in contributing to supposed climate change." FAIRPLAY SOLUTIONS, August 2009, pp 1-2

North American ECA gets OK "Approval of the proposed US and Canadian emissions control area (ECA) was one of several measures adopted at last month's meeting of the IMO's Marine Environment Protection Committee (MEPC). Measures on greenhouse gases and approvals for ballast water treatment systems were also adopted." FAIRPLAY SOLUTIONS, August 2009, p 10

Feature: coatings "Coatings manufacturers have moved on from the TBT issue but now have many more environmental issues to consider. *Solutions* looks at the latest developments in this area." FAIRPLAY SOLUTIONS, August 2009, pp 24-28

Mitsui to build low-CO2 ships - By Mike Grinter "Japan's Mitsui Engineering & Shipbuilding is aiming to capitalise on the eventual upturn in demand for newbuildings by introducing dry bulk and liquid bulk vessels that emit 30% less in CO2 emissions than vessels currently deployed." LLOYD'S LIST, 10 August 2009, p 5

Estimating the spatial distribution of dredged material disposed of at sea using particle-size distributions and metal concentrations. – By Tomonari Okada, Piers Larcombe, Claire Mason "Disposal of dredged material at sea is accepted throughout the world as necessary, and is explicitly permitted under the OSPAR Convention (www.ospar.org), which covers the North-West Europe and under the London Convention of 1972 (www.londonconvention.org), which has global coverage. Today however, there is increased awareness of the environmental consequences of marine disposal of dredged material." MARINE POLLUTION BULLETIN, August 2009, p 1164-1177

The effect of CO2 acidified sea water and reduced salinity of aspects of the embryonic development of the amphipod Echinogammarus marinus (Leach) – By Hronn Egilsdottir, John I. Spicer, Simon D. Rundle "By absorbing CO2 the oceans are essentially buffering climate change but changing ocean chemistry is resulting in a decrease in pH(Raven et al.,2005). Ocean pH has already fallen by 0.1 units since pre-industrial times (Haugan and Drange, 1996) and if fossil fuels continue to be utilised at current rates, pH is predicted to fall another 0.3-0.4 units by the year 2100." MARINE POLLUTION BULLETIN, August 2009, p 1187-1191

Contributing to marine pollution by washing your face: Microplastics – By Lisa S. Fendall, Mary A. Sewell "Plastics are ubiquitous part of modern life, encountered on a daily basis in the packaging of foods and drinks, in household items such as combs, toothbrushes and pens, and in shopping bags. The final destination of many large plastic items are the oceans, where they form the macroplastic debris (>5 mm, Moore, 2008) that is dominant component of ocean pollution, threatening marine life through consumption and/or entanglement." MARINE POLLUTION BULLETIN, August 2009, p 1225-1228



Swire backtracks on Pacific Adventurer oil spill liability bill - By David Osler "Swire Shipping will pay A\$10m (\$8.3m) over and above its maximum legal liability for a bunker spill off the Queensland coast, reversing its earlier stance in a deal that will have widespread implications for the rest of the industry. Interest in the maritime insurance community will centre on whether the Standard P&I club, where the vessel was entered, will pick up the tab for the extra money. Its representatives yesterday referred inquiries to Hong Kong-based Swire, which could not be contacted at the time of going to press." LLOYD'S LIST, 11 August 2009, p 1

Environment agency halts ship departure - By Sandra Speares "The liquefied natural gas carrier Margaret Hill remained in Southampton yesterday as the Environment Agency used its powers for the first time to prevent the ship leaving the UK for breaking. The 1974-built, 50,748 dwt vessel was prevented from leaving under the Waste Shipment Regulation on suspicion that it was due to head abroad for illegal breaking, according to the Environment Agency." LLOYD'S LIST, 11 August 2009, p 4

Editor's Desk: Carbon Consensus By Bob Jaques "As this issue went to press the IMO was midway through what had been billed in advance as one of the most important meetings in its history. Task before the packed 59th session of the Marine Environment Protection Committee was to hammer out a common industry position on greenhouse gases ahead of the Copenhagen UN Climate Change conference in December." SEATRADE, July/Aug 2009, p 3

Concern that EU jumping gun on 0.1% sulphur limit "Oil companies, as represented by OCIMF (Oil Companies International Marine Forum), and tanker operators belonging to Intertanko are equally concerned by the entry into force as early as January 1 next year of the 0.1% sulphur limit on all marine fuels for all ships at berth (which includes 'at anchor') in EU ports. They point out that this timetable, agreed back in 2005, is not in line with last year's revision of MARPOL Annex VI, which sets the deadline for a 0.1% sulphur content limit in ECAs (Emission Control Areas, such as the Baltic and North Sea) as January 1, 2015." SEATRADE, July/Aug 2009, p 90

Last Word: Clouds with a green lining "Shipping has a mixed reputation when it comes to global warming, but a new project being worked on by UK and US scientists could put the industry back on the side of the angels. According to the Daily Telegraph, the project envisions putting 1,900 unmanned vessels at sea to create clouds that would reflect solar radiation, hence preventing the world warming." LLOYD'S LIST, 13 August, 2009, p 14

Toxic chemicals fall into the Yangtze - By Hui Ching-hoo "A Chinese official says salvage work is still ongoing after 12 containers filled with toxic chemicals fell into the Yangtze River this week. The accident occurred upstream in the Yangtze River, near Yichang. Sixty-two containers fell from the 3,000-tonne Hanglong 51, registered in Chongqing, as the ship tried to accelerate. Twelve of the boxes contained hazardous chemicals. Six held potassium permanganate, five carried potassium hydroxide and one contained sodium permanganate, according to the China Daily news site." LLOYD'S LIST, 14 August 2009, p 2

Dept of Justice tightens screws on shipping - By John Gallagher "The Obama administration's Department of Justice has a message for shipping: now is definitely not the time to back off from environmental compliance. Indeed, last month crew member Charles Posas became the first person to plead guilty under the anti-invasive species law, designed to prevent non-indigenous species from infesting US waters." FAIRPLAY, 13 August 2009, p 9

Fleet Management fined \$10m over Cosco Busan - By Rajesh Joshi "US government prosecutors have extracted a criminal fine of \$10m from Fleet Management, the operator of the Cosco Busan, for the discharge of more than 50,000 gallons of fuel oil into San Francisco Bay in a November 2007 casualty. The company has also pleaded guilty on felony charges involving obstruction of justice and making false statements through shore-based supervisors "with intent to deceive the US Coast Guard"." LLOYD'S LIST, 17 August 2009, p 2



Owners make waves to cut their carbon footprints - By Craig Eason "Danish shipowners are seeking to establish their position as the leading environmental and most dynamic group in the industry. As the world looks to Copenhagen this December - where the United Nations is hosting its climate change conference- and the International Maritime Organization battles to secure its responsibility in dictating shipping's role in reducing CO2 emissions, Danish shipowners are hoping to set an example on how reductions can be fully and practically realised." LLOYD'S LIST, 21 August 2009, p 8

Green ship project grows in strength "The Danish Green Ship of the Future project has grown in strength since its launch over a year ago. Originally a partnership between AP Moller Maersk, Aalborg Industries, MAN Diesel and Odense Shipyard, it now has 20 partners participating in 15 projects. All the projects are looking at practical measures to reduce emissions or particulate matter from ship exhausts. Using a base level of the emissions of the global fleet in 2007, it aims to reduce NOx and SOx emissions by 90% and CO2 by 30% within a 10 year period." LLOYD'S LIST, 21 August 2009, p 8

Danish Maritime Authority looks to lead way on emissions issue "The Danish Maritime Authority was responsible for the submission to the International Maritime Organization to use a levy on bunker fuel to create a fund which can be used to reduce greenhouse gas emissions. The Danish proposal was suitable as it was capable of being applied globally and quickly, according to DMA director general Andreas Nordseth. He recognised even before the meeting that there would be a big debate on the topic and that the final solution could be an adaptation of the three options submitted - the other two were for a trading scheme and a late submission by the US to use the energy efficiency design index as a starting point on setting targets for both new as well as existing vessels." LLOYD'S LIST, 21 August 2009, p 11

Environmental concerns fall short at UK agency "Environmental concerns fall short at UK agency The UK Environment Agency (EA) likes to flex its environmental muscle when possible. Only last week, it blocked the 87,600-cbm LNG carrier Margaret Hill (built 1974) from leaving Southampton on suspicion it is due to head abroad for illegal dismantling. However, since February thousands of tonnes of rotting rubbish have made their way to Brazil from the UK undetected." TRADEWINDS, 21 August 2009, p 34

Green passports get stamp of approval "The inventory of hazardous materials - or green passports - is a requirement of the ship recycling convention, and class societies are helping their clients comply. There is a common thread among class societies which is their pledge to protect the environment by means of inventories of hazardous materials (IHM), also known as green passports." FAIRPLAY, 22 August 2009, pp 18-19

A sickening sea - By Hal Brown "Pollution from shipping is creating a number of environmental problems in the Baltic Sea. Juha Nurminen, chairman of the John Nurminen Foundation, asked the pressing question at the latest Baltic Sea seminar in Helsinki in December 2008: "Is there any hope for the Baltic Sea?" He added: "The Baltic Sea is a severely suffering patient. If we want to save it there's no time to waste." Pollution from shipping is a major contributor to the Baltic Sea's environmental problems. It is estimated that around 1.6Bn litres of 'grey water' (from toilets, showers and onboard cleaning) are produced by shipping in the region annually, with a considerable amount discharged into the sea, according to the Helsinki Commission (Helcom)." FAIRPLAY, 22 August 2009, p 27

Project looks at flood risks "If the predictions of the United Nations climate change panel on rising sea levels holds true, it will translate into much of the harbour and old town of Bergen being underwater by 2100. A research project funded in part by the foundations of two of the city's family owned shipping companies has concluded that there is a high probability of the coastline suffering storm floods of up to 2.5 m with an average increase in normal sea level of 0.75 m." LLOYD'S LIST, 25 August 2009, p 9



US government embroiled in toxic ship-scraping furore - By Brian Reyes and Rajesh Joshi "Environmental campaigners suspect two US government ships may have been sold for scrap in contravention of the country's regulations on toxic exports. Investigators with the Basel Action Network, an organisation that campaigns against illicit movement of hazardous waste, said the pair could be poised to sail through a regulatory loophole to a beach in Alang or Chittagong." LLOYD'S LIST, 26 August 2009, p 1

Norway urges extended emission control area - By Craig Eason "Norway wants to redefine the sulphur emission control area around its territorial waters to include the Barents and Norwegian seas and thus protect its whole coastline from a repeat of the Full City disaster. The country will submit the proposal to the International Maritime Organization with the aim of ending the use of heavy fuel oil by vessels in its waters by 2015." LLOYD'S LIST, 26 August 2009, p 2

US Environmental Protection Agency considers response in scrapping row - By Rajesh Joshi "One of the two ships at the centre of the toxic ship-scraping furore in the US has sailed away from the country, with Brazil as its intended destination. EPA spokesperson Terri White provided a copy of a letter sent to the new owner, Star Maritime, on July 31 in which the EPA (Environmental Protection Agency) admitted the possibility that the two ships might contain regulated quantities of polychlorinated biphenyls based on their age and findings from "other vessels of similar vintage"." LLOYD'S LIST, 28 August 2009, p 1

IMO tier-three emissions goal proves a costly challenge - By Craig Eason "Although the tough tier-three targets for NOx emissions for ships comes into force in 2016, engine makers need to have found their solutions long before then to give shipyards and licensees a chance to understand the changes." LLOYD'S LIST, 4 August 2009, p 6

Let market tools prevail, says IMO - By David Osler "The International Maritime Organization is keeping its options open, rather than coming out in favour of cap-and-trade like the UK Chamber of Shipping. However, it has expressed a preference for market-based instruments over regulation." LLOYD'S LIST, 4 August 2009, p 7

EGCSA hails IMO guidelines "Acceptance of scrubbers is growing, and the MEPC adoption of system guidelines opens up opportunity for their widespread implementation, according to the Exhaust Gas Cleaning Systems Association (EGSCSA)." FAIRPLAY SOLUTIONS, August 2009, p 8

IMO keeps options open on GHG "The IMO confounded expectations that it would firm up its intentions on so-called greenhouse gas emissions from ships at last month's MEPC meeting. Observers reported that an impasse developed between developing countries on the one hand and European states on the other, with the latter not being inclined to press their case." FAIRPLAY SOLUTIONS, August 2009, p 9

10. SEAFARERS

Alarm is raised on STCW 95 shake-up "Nautilus International has taken part in a specially-convened meeting at the International Transport Workers' Federation to discuss issues raised by the review of the Standards of Training Certification & Watchkeeping Convention. Assistant general secretary Mr van den Broek said the ITF meeting highlighted particular concerns over the provision for hours of work and rest in STCW 95. 'Currently, STCW 95 restricts working hours to 98 for watchkeepers only,' he explained. 'This is at variance with ILO 180 concerning seafarers' hours of work and manning of ships, which limits the working hours to 91 for all seafarers.'" TELEGRAPH, August 2009, p 2



Life at Sea: room for improvement? “Researchers look at how seafarers are affected by their living and working space...” TELEGRAPH, August 2009, pp 24-25

Lloyd's List Opinion: Basic rights at stake "The International Transport Workers' Federation announced last week that abandonment of seafarers was on the rise, an outcome of the global financial crisis. With many shipowners amid, or on the brink of, financial disaster, more crews on ships that can no longer be paid for are being left to fend for themselves." LLOYD'S LIST, 3 August 2009, p 2

US Gulf lightering firms angry at 29-day visa limit - By Rajesh Joshi "Lightering companies in the US Gulf of Mexico were due to meet with US immigration officials in Houston yesterday afternoon, as a row concerning a 29-day limit on seafarer stays in the US escalated. Owners are complaining that the latest determination by US Customs and Border Protection would cost them significant amounts in time and money, as they are forced to repatriate crews with valid visas whose duties require them to operate lightering ships that shuttle back and forth between US shoreside facilities and lightering areas." LLOYD'S LIST, 4 August 2009, p 2

Tackling criminalisation “A criminalisation workshop will press for new laws to protect seafarers being held captive and will combat states that breach UN Convention and the Law of the Sea (UNCLOS) rules. The initiative has been launched by InterManager, the global ship managers' association. “The clamour that ensues after an environmental accident creates a lot of emotion in which the captain and senior officers of a ship become easy targets,” said workshop leader Brain Martis, a director of ship management company V.Ships.” SAFETY AT SEA INTERNATIONAL, August 2009, p 4

Respite for unpaid crews “A German cargo ship was arrested in the Norwegian Port of Larvik in June after the port authorities and local unions discovered that its crew had not been paid for two months and were living on fruit, vegetables and water. The Norwegian authorities ordered the owner and skipper of 'Kormorant', Klaus Jules from Rostock in Germany, to pay the crew. When he refused, they placed the 650dwt ship, which was carrying a cargo of sand, under arrest.” SAFETY AT SEA INTERNATIONAL, August 2009, p 9

US shipowners take 29-day visa limit battle to Washington - By Rajesh Joshi "Lightering companies that collectively handle 40% of US crude oil imports have taken their campaign against a 29-day limit on seafarer stays to Washington. A meeting today between industry associations including the Chamber of Shipping of America, BIMCO and immigration officials will address the issue, Lloyd's List has learnt." LLOYD'S LIST, 5 August 2009, p 2

Charged Chinese master of Full City in police custody - By Craig Eason "The Chinese master of the 26,800 dwt bulk carrier Full City, aground off southern Norway, has been charged with not reporting the situation his vessel faced. A spokesperson for the Telemark region police confirmed that the master had his passport confiscated to prevent him from leaving the country. She said the Chinese master was being accused of not notifying the Norwegian emergency services of the vessel's predicament or requesting assistance to prevent the vessel running aground during a heavy storm last week." LLOYD'S LIST, 5 August 2009, p 2

Lloyd's List Opinion: A duty of care "The release of the Hansa Stavanger after four months being held hostage is a welcome relief for the 24 crew on board, their families and everyone at Leonhardt & Blumberg, the vessel's owners. While inevitably shaken by their experience, the crew are said to be uninjured and in good health. With the support of their employers, we can only hope that everyone involved in this ordeal can put this ugly experience behind them and move on." LLOYD'S LIST, 5 August 2009, p 2



Academy benefits from a more enticing public image - By Keith Wallis "As the global shipping industry grapples with the thorny issues of seafarer shortages and the industry's supposedly poor public image, the Singapore Maritime Academy could offer a way forward on both issues. Using the peer power of students, television and a practical seagoing experience, the academy has seen a steady increase in the number of youngsters applying to the academy's training courses over the past few years. And what is more heartening is that an increasing proportion of candidates are women." LLOYD'S LIST, 7 August 2009, p 9

Unions call for measures to protect Indian officers - By Adam Corbett and Pinaki Routray "Indian officers are among the worst hit by the increasing criminalisation of seafarers, according to officers unions. Indian Seafarers Federation including the National Union of Seafarers of India met with India's shipping minister Shri GK Vasan to call for action to protect Indian officers from unwarranted detentions." TRADEWINDS, 7 August 2009, p p 39

Crew caught in the crossfire "Seafarers face paying the steepest price from the suddenly tightened visa regulation of the Gulf of Mexico lightering trade. Over 15% of all US crude imports rely on foreign-flag lightering vessels that shuttle crude from VLCCs to Texas refineries. Last week, the industry was shocked by a new regulatory interpretation from Customs & Border Protection (CBP) that will severely impact this vital trade." FAIRPLAY, 6 August 2009, pp 1-2

Crewing "Despite the rush for cold lay ups and increased scrapping over the past six months, there's still no getting around the record shipbuilding orderbook, meaning that crewing agents in the capital of seafarers, Manila, are suitable busy. The Philippines provides more than one in four seafarers to merchant hips around the globe." SEATRADE, July/Aug 2009, p 57

UK officers 'not in short supply' - By David Osler "Officers should be removed from Britain's official shortage occupation list, a step that would make it harder for British-based employers to get work permits for seafarers from outside the European Union, according to a submission to the Migration Advisory Committee by Anglo-Dutch seafarer union Nautilus International. Such a move is strongly opposed by British shipowners, with the Chamber of Shipping yesterday issuing a sharp condemnation of the union's position." LLOYD'S LIST, 12 August 2009, p 16

Care of Chinese officers in focus - By Adam Corbett "The 'fair' treatment of a master and third officer involved in a pollution incident in Norway is being closely watched. The treatment by Norwegian authorities of officers from the grounded Cosco-controlled, 26,800-dwt bulker Full City (built 1995) is being watched closely by industry circles following recent high-profile cases of allegedly unfair detention of seafarers in similar pollution incidents." TRADEWINDS, 14 August 2009, p 38

Japan to open China training centre - By Keith Wallis "A Japanese shipowners and managers group has teamed up with seafarer unions in Japan and China to launch a pioneering training centre in Dalian, northern China, for Chinese seafarers planning to work onboard Japanese-controlled ships. The International Mariners Management Association of Japan, which has nearly 100 members representing owners, shipmanagers and crewing agencies, said it was the first time Japanese owner and seafarer organisations had linked with a Chinese union to develop training facilities." LLOYD'S LIST, 20 August 2009, p 4

Crew left unpaid and hungry on Latvian 'rust bucket' in Dundalk - By David Osler "A 42-YEAR old general cargoship has been abandoned in the Irish port of Dundalk with only one day's supply of food left to feed the crew of eight, according to a statement from the International Transport Workers' Federation. The trade union grouping named the vessel as the 1967-built, 1,205 dwt Linda, registered in Cambodia. According to the Lloyd's Marine Intelligence Unit database, the ship is owned and operated by Riga-based Forestry Shipping. Attempts to contact the company proved unsuccessful." LLOYD'S LIST, 24 August 2009, p 2



ITF determined to curb rise of abandoned ships - By David Osler "A general cargoship and its crew of 12, said to have been abandoned in La Coruña for over two months, have been highlighted by the International Transport Workers' Federation as pointing to a rising number of such cases resulting from the global economic downturn. The ITF says it is unable to quantify the extent of the problem, especially as some instances of lay-up amount to abandonment in all but name. However, it added that so far this year it has reported 30 instances to the International Labour Organisation, a figure that excludes a further 15 in Turkey." LLOYD'S LIST, 25 August 2009, p 2

Tanker master jailed in Georgian dispute with breakaway state - By David Osler "Georgia has jailed the master of the 1976-built, 3,560 dwt Buket , a chemical tanker seized en route to the breakaway state of Abkhazia earlier this month. Captain Mehmet Coskun Ozturk was found guilty of violating Georgian customs rules and sentenced to two years in prison, while the owner of the vessel has been fined an unspecified amount, the Azerbaijani news agency APA reported. The vessel and its crew of 13 Turks and four Azerbaijanis were arrested at Poti while on its way to the Abkhazian capital, Sukhumi. Georgian law forbids vessels from entering Abkhazian waters, because it refuses to recognise Abkhazia as an independent state." LLOYD'S LIST, 25 August 2009, p 14

Dundalk gives abandoned crew food and fuel - By David Osler "The Port of Dundalk has intervened to provide food and fuel for the crew of a 42-year-old general cargoship said to have been abandoned by its Latvian owners, and has contested union claims that the crew were expected to work the cargo. Chief executive Frank Allen said that as a former master and shipowner himself, the decision to extend help had been taken on humanitarian grounds. He denied that Dundalk should be seen as a soft touch, and pointed out that in previous abandonment cases the port had been able to recoup assistance costs when vessels have subsequently been sold." LLOYD'S LIST, 26 August 2009, p 2

Lloyd's List Opinion: Fear of abandonment "As a phrase, fear of abandonment has the ring of psychobabble. But there is nothing false in the emotion as experienced by a growing population of seafarers. The trend for shipowners to leave crews in the lurch has been exacerbated by the global economic crisis and its effect on the industry. The latest apparent breach involves a crew of 12, said to have been left to their own devices in La Coruna, Spain, for over two months. The 1985-built, 4,800 dwt Virtus , which is St Vincent & Grenadines-flagged, arrived at the port in June after mechanical problems and has remained there since." LLOYD'S LIST, 26 August 2009, p 2

Sierra told 'this mess is your responsibility' but denies any link to abandoned cargoship - By Eoin O'Cinneide "The International Transport Workers Federation (ITF) has given a heated response to denials by a financially troubled Estonian company that it is the real owner of a ship abandoned with 12 crew in Spain. The seafarers' union also accused Tallinn-based Sierra Maritime of "trickery" and "spin" in distancing itself from the 4,800-dwt Virtus (built 1985), which has been stuck in the port of La Coruna since early June with the crew demanding more than \$65,000 in owed wages and claiming to be out of provisions." TRADEWINDS, 28 August 2009, pp 38-39

Storms highlight safety system shortcomings "Three incidents involving problems with anchors on container ships coming loose or slack in heavy weather have highlighted the importance of preparing properly and disseminating timely advice." FAIRPLAY SOLUTIONS, August 2009, p 40



11. SHIPBUILDING AND RECYCLING OF SHIPS

Ahead of the curve "Turkey's recycling industry is looking forward to working under new IMO regulations that it helped to create. The IMO Diplomatic Conference on ship recycling, which took place in Hong Kong on 11-15 May, was, at times, an intense affair, dominated by heated debates between delegations with radically different views. However, towards the end of the conference, even the most vocal delegations were reported to have realised the need to agree on and adopt a global regulation on ship recycling." FAIRPLAY, 6 August 2009, pp 26-27

Cleaner and greener China climbs scrap ranks - By Liz McCarthy "China has overtaken Pakistan as the world's third largest ship recycling destination, with 63 vessels totalling 2.4m dwt scrapped so far this year. "The number of companies seeking an alternative in China has definitely increased. There might be a couple of reasons for that - one is the green element and the other is that the price gap of the Indian subcontinent has become very close," he said. "Also, some of the owners who wanted to bring their ships to the Indian subcontinent were confronted with a situation where the deals could not go through as the capacity was more or less full, while in China underused capacity was still available." LLOYD'S LIST, 10 August 2009, p 11

Chinese demolition soars on fleet cuts - By Hui Ching-hoo "Scraping volumes at Chinese demolition yards soared more than 12-fold over the last six months. A CNSA spokesman said that many shipowners were forced to slash the size of their fleets amid a downward cycle in shipping by getting rid of old vessels." LLOYD'S LIST, 17 August 2009, p 5

Brussels sets up key shipbuilding think tank - By Craig Eason "Brussels has called a high-level meeting to discuss the state of Europe's shipbuilding and marine engineering industries. It is part of the Leadership 2015 initiative, which has the long-term goal of developing the community's policies in shipbuilding and research and development." LLOYD'S LIST, 25 August 2009, p 6

Scrapping soars to new heights - By Christopher Browne "Low freight rates, rising steel prices and depressed vehicle manufacturing are driving ro-ro and car carrier demolition to unprecedented levels. Eighty vehicle carriers were sent for recycling in the first seven months of 2009, compared with just 19 in the previous five years, according to figures from Lloyd's Register-Fairplay Research." FAIRPLAY, 27 August 2009, p 10

China targets ageing vessels - By Neil Connor "Chinese shipowners are preparing for a raft of new government restrictions that could see the days of ageing bulkers numbered. Transport officials are working on a new vessel-standardisation scheme that will force owners to scrap older tonnage." TRADEWINDS, 28 August 2009, p 6

Indian scrappers lobby Delhi hard - By Pinaki Routray "Shipbreakers in India say they remain worried at the prospect of losing business to rival yards in Bangladesh and Pakistan if the government ratifies a new International Maritime Organisation (IMO) convention on ship recycling." TRADEWINDS, 28 August 2009, p 11

Six workers dead in Alang tragedy - By Pinaki Routray "A fatal fire during the breaking of a boxship has raised fresh safety fears at India's main shipbreaking site. Six workers have been killed in a fire at India's leading scrapping centre, Alang, raising concerns that efforts to improve safety are being compromised as shipbreaking activity picks up. The six workers died when fire broke out at plot number 24 as they were breaking the engine of the 1,200-teu MSC Jessica (built 1980)." TRADEWINDS, 7 August 2009, p 11



12. SHIPPING

EU to spend 3m euros on shipping's image "The European Commission is set to launch a 3m euro programme next year in a bid to improve the poor image of shipping and to boost seafarer recruitment. The three-year project – a joint initiative between Brussels and all sides of the industry – aims to increase public awareness of the maritime sector and its importance to modern-day life." TELEGRAPH, August 2009, p 1

New Rainbow Warrior to be first purpose-built Greenpeace ship "The environmental campaign group Greenpeace International has signed a contract to build a new flagship – the first time in its history that it has chosen to commission a purpose-built vessel rather than refurbishing an old one." TELEGRAPH, August 2009, p 11

Østensjø Rederito build world's first dedicated housing ship - By Craig Eason "A Niche market in offshore accommodation vessels is developing. Danish shipowner J. Lauritzen is completing the conversion of a former cable laying vessel into a dedicated accommodation ship, which will enter service later this year." LLOYD'S LIST, 4 August 2009, p 6

BBC box-tracking project stuck in Japan as recession hits "An ambitious project to mark the 50th anniversary of containerisation by tracking the progress of a 40ft box for a year is reflecting the vagaries of the industry in a way the organisers never anticipated. The British Broadcasting Corp (BBC) decided to track a single 40ft container for a year to tell the story of international trade and globalisation. Painted in BBC livery and equipped with a GPS tracker, the broadcaster saw the humble box as the perfect vehicle to describe the individual stories behind what makes the global economy tick. Whenever the box arrived at a new port, BBC correspondents were going to be there to report on who is producing goods and who is consuming them. Trapped by the slump, the box has now been stuck in Yokohama for more than three months waiting for a cargo." TRADEWINDS, 7 August 2009, p 34

IBIA offers BDR advice "Incorrect sulphur contents shown on bunker delivery receipts (BDRs) could create problems for operators, the International Bunker Industry Association (IBIA) has claimed. According to the association, some suppliers while not intending to mislead customers, are not including accurate information on the BDRs." FAIRPLAY SOLUTIONS, August 2009, p 7

Korean Register aims for the top "A place in the top five of classification societies by 2020 is the aim of the Korea Register of Shipping, said CEO and chairman Kong-kyun Oh last month." FAIRPLAY SOLUTIONS, August 2009, p 8

Parking available – By Sam Chambers "The Philippines's deep bays close to major trade lanes are becoming lay-up sites for idle vessels." SEATRADE, July/Aug 2009, p 57

Reasons to celebrate Panama flag registers 10% growth - By Philip Georgiadis "Panama's flag register increased to 8,644 vessels at the end of July, rising from 8,605 in December 2008. The rise represented a 10.1% growth in tonnage to 202.6m gt. Panama's merchant fleet now represents 21.9% of the world's total fleet exceeding 500 dwt in size. Alfonso Castillero, head of Merchant Marine Directorate, Panama Maritime Authority, said the growth came from newbuilding vessels entering the fleet, and "by the friendly procedures we have implemented recently". LLOYD'S LIST, 12 August 2009, p 2

Quality growth – By Ted Petropoulos "In the face of a global economic crisis, the Greek fleet continues to grow as owners take delivery of ships ordered in better times. Ted Petropoulos outlines the findings of the latest research on the Greek fleet." LLOYD'S SHIPPING ECONOMIST, August 2009, pp 23-25



TT Club says ports need emergency plans to withstand storm activity - By Jerry Frank "Fire, floods, hazardous material spills or loss of power all require emergency plans, with the ship-to-shore mutual advising its members on the creation of specific business contingency plans. Unlike earthquakes and other natural catastrophes, advance warning of approaching storms can be given by meteorologists, offering an assessment of their intensity before they blow through portside infrastructure." LLOYD'S LIST, 13 August, 2009, p 6

Last Word Wista eyes Middle East (Professional women in the Middle East do not always have an easy time. But soon they may have the benefit of a network through which they can share their experiences and frustrations, work together to overcome prejudices and develop new opportunities. The Women's International Shipping & Trading Association is hoping to open its first branch in the Middle East, most probably in Egypt." LLOYD'S LIST, 14 August 2009, p 14

Napoli and the salvors "The Prestige and Erika incidents forced a rethink about safe havens. The Napoli found a safe haven, but unless there is a reassessment of salvage the approved refuges will be peppered with distressed tonnage that salvors do not have the expertise or equipment to deal with." FAIRPLAY, 13 August 2009, pp 1-2

Suez Canal revenues plunge by 22% - By David Osler "Revenues from Egypt's state-owned Suez Canal reached \$382.9m in July, a 22% fall on the corresponding month in 2008. The news follows the recent announcement that canal revenue dropped 7.2% in the 2008-2009 financial year, falling from a record \$5.1bn to \$4.7bn in the wake of the global economic downturn." LLOYD'S LIST, 18 August 2009, p 3

British shippers warn on Panama Canal bills - By David Osler "British shipping may decide to take the long way round the Panama Canal unless canal chiefs show restraint in their efforts to recoup their outlay from the current expansion programme, a leading industry figure has warned. While the move to widen the key waterway is widely being welcomed in the industry, largely for the new routing possibilities it opens up for larger ships, there is growing concern that the cost of the work will necessitate higher tolls. This would be seen as bad news in the current economic situation." LLOYD'S LIST, 20 August 2009, p 2

Time to idle in Southeast Asia - By Marcus Hand "If you are looking to lay up or idle your company's vessels, Southeast Asia has become the favourite part of the world in which to leave them. From as far north as Subic Bay through the southern Philippines, Malaysia, Thailand and Indonesia, sheltered anchorages have become full of laid-up ships. The relatively benign waters of Southeast Asia, close to the main east-west trading routes and facilities such as shipyards for any work that is required once vessels are reactivated, has made it a popular region to idle vessels." LLOYD'S LIST, 20 August 2009, p 8

Long-expected rush into lay-ups fails to materialise - By Jerry Frank "The much anticipated rush to lay up unemployed vessels has yet to take place, with reports this summer even of a drying up of what few inquiries have already occurred. It is a situation that few would have anticipated as the global recession started to hit hard into shipping markets towards the end of 2008, but surveyors and marine insurers are yet to see the demand they were braced for earlier this year." LLOYD'S LIST, 20 August 2009, p 9

Correct anti-fouling paint is essential for idle ships - By Patrik Wheeler "Shipowners preparing for short-term lay-up should make sure they have the right anti-fouling paint or face substantial drydocking and hull cleaning costs when they reactivate their vessels. During the last big lay-up, anti-fouling was not such an issue. Hull coatings contained extremely effective tributyltin compounds and vessels were laid up in more northerly waters where fouling is minimal. But some of the tin-free coatings available today will not provide the level of protection a deactivated vessel needs, particularly when a majority of those vessels are laid up in the warmer, creature-rich waters of the tropics." LLOYD'S LIST, 20 August 2009, p 11



Liberia to boost flag revenues by 10% after renegotiating 10-year LISCR deal - By Richard Meade

"The Liberian government will receive a 10% increase in revenues generated over the next decade by its shipping registry under the terms of a deal ratified by the country's senate this week. The Liberian senate endorsed a 10-year pact to extend the existing contract with the US company Liberian International Ship and Corporate Registry to run the world's second largest register." LLOYD'S LIST, 21 August 2009, p 1

Accommodation vessel to be Offshore's flagship

"The flagship of the newly formed Lauritzen Offshore Services will be a 295-berth deepwater accommodation vessel. With capacity to carry 256 workers in addition to its 35 crew complement, it is currently being converted at Blohm + Voss in Germany and will be delivered later this year. J Lauritzen will deploy Danish officers on the vessel and the head of the new division, Anders Mortensen, confirmed that the shipowner is in talks with potential charterers." LLOYD'S LIST, 21 August 2009, p 10

Panama's remarkable growth is curtailed as volumes slump 25% - By Rainbow Nelson

"Panama, the largest bunkering market in Latin America, has been hit particularly hard by the global slump, with volumes down 25% in the first half of the year. There are signs, however, that things are returning to their previous levels with sales down just 12% in May and 7% in June compared to the corresponding months last year." LLOYD'S LIST, 24 August 2009, p 8

Shipowners prepare to ride out worst of a marathon recession - By Liz McCarthy

"As the recession hits company profits, shipowners have no option but to sit tight and hope they made enough money during the shipping boom to see them through. "Shipping recessions are like a marathon, where you just have to wait and see. The winners are the people who are still left at the end of the race. People are getting ready to sit it out," Clarkson Research Services managing director Martin Stopford told Lloyd's List." LLOYD'S LIST, 26 August 2009, p 4

13. SPECIAL REPORTS

Baltic Shipping: FAIRPLAY, 22 August 2009, pp 21-27

Bergen: LLOYD'S LIST, 25 August 2009, pp 8-9

Classification Societies: FAIRPLAY, 22 August 2009, pp 13-19

Denmark: LLOYD'S LIST, 21 August 2009, pp 8-11

European Cruise Shipping: FAIRPLAY, 27 August 2009, pp 13-23

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River Plate: (Argentina) FAIRPLAY, 13 August 2009, pp 21-27

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Turkey: FAIRPLAY, 6 August 2009, pp 12-27



14. SOURCES

In this issue:

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